HISTORIC BUILDING

SOMETHING OF YORK STATE'S OLDEST HOMESTEAD.

Contains Relics of Robert Fulton and Other Interesting Treasures, with Reminders of the Indian Days.

New York.—Of all the historical buildings in this state the Glen Sanders homestead, "Scotia," at Schenectady, is easily the first—the first in date as well as in interest to the antiquarian and historian. For nearly 250 years this mansion, constructed from stone quarried from the nearby rocks and timbers hewn from the forests, has stood there on the north side of the Mohawk, just across the river from the city, and watched the old town of Schenectady grow from an Indian castle to the most important

Old Glen Sanders Homestead at Schenectady, N. Y.

industrial city in the world. The building and estate have never been out of the family, and Charles F. Sanders, the present occupant, is a direct descendant of Alexander Lindsay Glen, the son of a Scotch chief, who, when exiled from his own country, founded another Scotia in America.

It was on July 27, 1661, that Peter Stuyvesant, director general and commander of the Privileged West India company at Fort Orange, the town of Beverwyck (now Albany), countersigned a deed of sale from certain chiefs of the Mohawk valley unto Brant Arent Van Curler, called in Indian "Schonawa," (where Schenectady now stands) for a "certain number of cargoes," presumably of cloths, arms, trinkets and rum. Schenectady was the second of the five Mohawk castles to be sold to the whites, who found the flats cleared and the land already cultivated.

Three years before this Alexander Lindsay Glen, the Highlander, had settled on a tract of land north of the Indian village of Schonawa and built himself a mansion of stone under the protection and title of the Mohawks. In 1664 he secured a patent for his lands on the north of the river, thus perfecting his title to "Scotia."

The mansion covers a large area. The stone walls are thick and massive, the rooms large and the ceilings low. The stone was quarried nearby and the timbers cut from the largest trees of the forest. The logs were first hewn square and then quartered with a whipsaw, making four timbers from each log. Wherever possible, joints were mortised and fastened with wooden pins. Even the woodwork in the interior is secured in this way. This was necessary because in those days nails and spikes had to be hand-wrought by a black smith.

Alexander Lindsay Glen died in 1785 and the estate passed to the youngest of his three sons, John Alexander Glen, better known by the French and Indians as Maj. Coudre. He married Anna Peek, the daughter of the settler from whom Peekskill takes its name. Twenty-eight years after his father's death John Alexander moved his mansion 100 feet to the north on account of a slight change in the river bed which threatened the foundations.

Maj. Coudre died in 1731 and the estate passed into the hands of Col. Jacob Glen, who had command of all the troops and militia west of Albany. It was then that the mansion began to be used as a storehouse of public documents.

On the river side of the house, which was originally the front, is the old Dutch stoop, whence one looks out where the Indians burned their prisoners.

To the left of the roomy hall is the spacious library with its wide fireplace and magnificent view of the river. On all sides of the room are book shelves full of old English, Dutch and French classics in rare editions; bound volumes of the first newspapers, histories, diaries and dozens of volumes printed in the seventeenth century. One of the newspapers gives an account of "King Washington's Inauguration Speech." The paper is dated May 6, 1789, and was an "extra," notwithstanding the news was a week old.

On the walls are large paintings of the most noted members of the family. There is a full-length portrait of Deborah Glen, the greatest personality in the family. Nearby is the smiling face of her playmate, John Sanders, as a boy. He later became her husband and merged the Glen name with that of Sanders.

A nick in the mahogany balustrade in the hall shows where an Indian hatchet, thrown in the heat of quarrel in the house, struck the wood after barely missing the head of the mistress, Deborah Glen. It is said that she put both the braves out of the house.

One room contains the furniture and relics of Robert Fulton, who was a relative of the family by marriage.

TO HEAD DEMOCRATIC HOSTS.

Missouri Congressman Made Chairman Congressional Committee.

Washington.—James Tighlman Lloyd, who has been elected chairman of the Democratic congressional campaign committee in spite of the opposition of John Sharp Williams,

James T. Lloyd.

the leader of the minority in the house, has always been a strong Bryan man and a stanch believer in free silver. He took little part in active politics until comparatively late in life, for with the exception of filling the office of prosecuting attorney of Shelby county from 1889 to 1893, a position which was virtually forced upon him, he held no public office and aspired to none. It was only when a vacancy occurred in the First district of Missouri that he was induced to run for congress, and he was elected on the Democratic ticket by a large majority. Five times since he has been reelected, beating his opponents with ease. He was born in Lewis county a trifle over 50 years ago, was graduated from Christian university, Canton, in 1878, taught school for a few years and was then admitted to the bar. He practiced in Lewis county until 1885, when he removed to Shelbyville, where he has remained ever since.

FEDERAL JOB FOR MITCHELL.

Retiring Chief of Miners' Union May Inspect Canal Labor.

Washington.—That John Mitchell, the retiring president of the anthracite coal miners' union may be asked by President Roosevelt to go to Panama and make a report on labor conditions there, is one of the results which may accrue from a conference on Panama affairs at the White House the other day.

The president, Secretary Taft and Col. Goethals considered not only the labor phase of the isthmian situation, but many others.

No conclusion was reached as to the appointment of Mr. Mitchell, and it is understood that James Bronson Reynolds, the president's Chicago packing house investigator, also was considered for the same work. The necessity of having accurate information on labor conditions on the isthmus has been emphasized recently by numerous minor complaints which are coming to Washington.

It is considered desirable also to have expert information on the manner in which the reforms ordered as a result of the investigation of Miss Betts, have been made effective.

Kept His Word.

"The late Mr. Smithers was certainly a man of his word," said Mrs. Binder, looking up from the morning paper.

"Late Mr. Smithers?" queried her worser seven-eighths. "I hadn't heard of his death."

"That's why I say he was a man of his word (from behind the coffee urn again). Twenty-two years ago he told me if I didn't marry him he would die. And he has."—Harper's Weekly.

Afraid of the Bow-Wows.

"Say!" growled the first hobo, "why didn't yer go upter dat big house, like I told yer to, an' git a handout?"

"I started ter," replied his pal, "but a minister lookin' guy gimme a tip not ter. He sez: 'Turn from yer present path, foolish man, yer goin' to de dogs!'"

IN FIERCE BATTLE

ENGINEERS FIGHT EACH OTHER WITH LOCOMOTIVES.

End of Struggle Between Hot-Tempered Irishmen Comes with Destruction of Two of Company's Freight Cars.

A select few of the citizens that happened at the time to be lounging or engaged in business about the depot in Wreston, in the middle of the afternoon were treated to the unusual spectacle of two enraged locomotive engineers fighting each other with their respective engines.

Freight trains Nos. 28 and 11 were at the depot at the same time, and both out on sidings to permit the afternoon train, No. 5, going south, to pass.

Engineer Dempsey of No. 28, with his big engine, 898, and Engineer Culhane of No. 11, with his big engine, 1112, happened in the course of their switching, to be on the sidetrack farthest west at the same time. Dempsey with one box car and one flat car behind him, and Culhane with three coal cars.

The first outsiders knew of the difficulty was when they heard Dempsey shout to Culhane: "Get off that track, you Irishman! What are you doing there?"

"Irishman yourself," Culhane immediately yelled back in reply.

"Get your old kettle out of the way or I'll smash in for you."

"Smash nothin'," Dempsey shouted, and in a moment more both engines were started slowly forward and began to approach each other, the engineers leaning out of the windows and yelling defiance at each other, while the firemen, evidently knowing something of the tempers of their respective superiors, jumped to the ground and ran to one side.

Almost immediately afterward the huge machines came together with a crash that could be heard a quarter of a mile away, but without injury to either, and no sooner had they touched noses than both engineers turned on full steam, and began a pushing match extraordinary. The gigantic drive wheels of both engines slipped on the track and flew around at a furious rate, while the black smoke and the steam from the exhaust rolled up like clouds.

At first there was no motion either way, but soon Culhane's No. 112 began to give way, and, fighting every inch, was slowly, but surely, driven back down the sidetrack and across the switch, and there Dempsey left her and started up the sidetrack again.

The moment he started away Culhane shut off the steam and jumping to the ground, uncoupled the cars, and mounting the engine again, threw the lever forward and dashed recklessly up the sidetrack toward the other engine. Dempsey had not been watching him, but some of the bystanders had, and shouted to Dempsey to look out. Dempsey took one glance at the approaching engine, and then put on all steam and sent 898 up the sidetrack with all speed.

Culhane pursued him, and in a short time the pace became terrific, and pursuer and pursued vanished in a great cloud of dust out into the level prairie line in the direction of Mercedale. With Dempsey only a short distance ahead they went past the elevator at Croton, two miles up the track at a speed which the men there said must have exceeded a hundred miles an hour, but just beyond that point, on a sharp curve, both of Dempsey's cars left the track and tumbled down a steep bank, without however, causing the engine to leave the rails, and this occurrence seemed to bring Culhane to his senses, for he shut off steam and then reversed the engine and went back to Wreston, followed at a respectable distance by 898.

The two ditched cars were complete wrecks, but the company will retain both men in their service, changing Culhane, however, to a local run away out on the western division. They don't care to have any more trials of either strength or speed for the entertainment of favored spectators.—Wreston letter, in Baltimore Sun.

Locomotive in a Thimble.

The smallest locomotive engine in the world weighs 12 grains and three drops of water fill its boiler. This miniature marvel was constructed by an ingenious American. Despite the fact that it could be placed inside a thimble, it is composed of 140 distinct pieces and is held together by 52 screws. The stroke of the piston is one-twelfth of an inch and its diameter is less than one-ninth of an inch; yet when it gets in motion it works as though it were the strongest and biggest locomotive that ever ran on rails.

Remarkable Cableway.

A cableway being built in Turkestan is the greatest enterprise of the kind in the world. It will carry coal a distance of 140,000 yards over a route with gradients of 2,000 meters.

TICKET SYSTEM IN SPAIN.

Mileage Books Must Have Photograph of the Owner.

The average first-class fare in Spain is about four cents a mile (just double the first class of some American lines, and with only 60 pounds free baggage) but with these mileage books, which are good on all the railroads of Spain, the fare works out at 2.65 cents a mile for 1,240 miles down to 1.85 and 1.7 cents a mile for 5,000 and 7,500 miles.

In order to secure these mileage tickets application must be made at any of the important railway stations of Spain at least 48 hours before the tickets are required. Simple blank forms to be filled up by the applicant are furnished at any of the railway offices, and the application must invariably be accompanied by a 4½ by 2½-inch unmounted photograph of the applicant. This is glued on the inner cover of the mileage book. If desired several persons may use the same book, but the book must then contain a photograph of each of these persons. There is no advantage in having several names on the same book, except that if persons are traveling regularly together the trouble of making out a separate application and the additional fee for preparing a separate book for each person is avoided by making a collective demand.

Second-class mileage books cost from 1.96 cents down to 1.27 cents per mile, while third-class mileage books are issued at one-third less than those for second-class. In Spain it is almost impossible, however, to travel third class. As a matter of fact even second-class is not very satisfactory, for the reason that the express trains as a rule are limited to first-class. However, for persons who do not object to crowds and slow traveling and long waits at railway stations second-class is not impossible. It is said that tourist agents in central Europe either know very little about these economical Spanish kilometric tickets or else for reasons of their own do not advise intending tourists to Spain as to their existence. Perhaps this is due to the fact that the Spanish railways allow the agents commissions on ticket sales.

CHASED BY AN EXPRESS TRAIN.

French Way Train Got on Wrong Track and Had to Make Quick Time.

Through the fault of a signalman a way train which left Paris Monday night for Amiens got on the wrong track and was chased by an express train for over an hour at the imminent risk of a collision, says the New York Times.

The mistake took place where the northern line branches after leaving the bridge at Creil. There, through the momentary absentmindedness of a signalman, the way train was sent out on the track going to Compiegne instead of the one going to Amiens.

Knowing that he was followed at a short distance by the fast express which leaves the Gare du Nord at 6:20 o'clock the engineer immediately sent his train ahead at full speed for the station of Pont-Saint-Maxence, where there is a siding. The track was clear for the express, so there was no danger ahead.

The passengers, many of them commuters used to a leisurely pace and familiar with every inch of the road, soon discovered that something was wrong, and the report spread that the engineer had gone mad. This seemed verified when the train passed station after station at dizzy speed. Conductor and brakemen were as terrified as the passengers. When Pont-Saint-Maxence was reached the train came to a sudden halt and was then run safely on the siding.

The express dashed by—on time and without mishap. The way train with its agitated commuters then returned in peace to Creil, where it was switched to the line it should have taken two hours before.

Railroad Building in 1907.

During 1907 5,220 miles of railway have been built in the United States, according to the estimates of the Railroad Gazette.

This was exclusive of second, third and fourth tracks, sidings and electric lines. The total is eight per cent. less than for 1906, though the year began with conditions promising a larger construction than ever before. With these expectations a scarcity of labor and supplies, adverse state legislation and difficulty in borrowing money interfered. The amount spent on new equipment exceeded that of 1903 by 25 per cent., approximating $477,000,000.

Left Boy Unharmed.

Joseph Bradley, aged six years, wandered upon the Pennsylvania railroad tracks south of Pottsville, Pa., and was run down by an engine, but miraculously escaped hurt by lying down upon his stomach between the rails. The engine driver saw the boy's predicament too late to stop. Horror-stricken, he and his fireman went back after the engine had passed over young Bradley's body. They found him in tears, but unscratched.

IMPROVEMENT IN WESTERN FIVES

COLLEGE BASKET-BALL TEAMS TURN TABLES ON THEIR EASTERN OPPONENTS.

DEVELOP EXCELLENT STYLE

Both Sections Now Have Same Regulations on Fouls—Football Tactics Eliminated—Championship Matches May Be Held Between Winners in East and West.

There has been a decided improvement in the present season in the quality of basket-ball as played in the colleges of the middle west, says an eastern sporting writer; so much so as to call for wonderment. It was not two seasons ago that eastern teams were able to win more or less certainly any game that was played either on the home floor or away from it with a team from the conference section. It was explained at the time that the trouble was in the conflict of the rules.

Out west two or three seasons ago the game was strictly no-contact. The strenuous blocking done on eastern floors was not permitted, and the result was that attempts to throw to goals could be made practically from free territory. That is to say, the western men could stand off some distance from the player attempting to intercept the pass or throw.

When the Wisconsin and Minnesota teams came to the Columbia floor three seasons ago it was an easy matter for the local players to defeat them. At that time the difference in the styles of play was easily observable.

It became obvious at that time that if the eastern and western teams were to meet at all something like uniformity in the rules would have to be established. The fierce partisanship of the two sections rejected the idea that merely slight differences of regulations of play could account for the differences in results of games, but the players themselves realized that this was exactly true.

The result has been that the rules have been made more uniform, and an immediate outcome has been that the quality of western basket-ball has picked up greatly.

The games that Columbia played against the western teams in the year mentioned on the Columbia floor were rather easy for the New Yorkers, taking them all in all, even though the westerners were rated high in their own section. The outcome of the games played at Columbia and Yale on their trips this season has been anything but pleasing to those who believe that all the best knowledge and play of basket-ball exists in this section, where the game was originated.

In the games that Columbia played some years ago, the close blocking of the New Yorkers and their constant use of what has since come to be known in football as the basket-ball mass enabled them to win easily from the westerners. However, the descriptions of the games that the Columbia men played on their recent western trip show that the conference colleges have caught on to the short passing game and that the revision of the rules was the thing that enabled them to improve their game.

Columbia made a trip through the west last season and on that occasion had no trouble in showing that as a general thing they were better than the western club teams which were beating the colleges. Yale had an eminently successful trip last season, too, losing only two games.

This season, however, Columbia was beaten twice by Minnesota and once by Chicago, as well as twice by Wabash college. These defeats were enough to show that the western teams were superior to the particular Columbia team that faced them.

The Pennsylvania team was rather more successful, but did not meet a class of teams quite as strong, on the whole, as the other two colleges, nor was the trip so extended as to tire the men all out, as the Yale and Columbia trips were.

There was some talk in past seasons that there would be championship matches played between the winners in both sections of the country. At the time this was first suggested the easterners were disposed to assume that these matches would be only too easy for the men who came from this part of the country. Now, however, there is more than a little suspicion that the western teams would come off very well in such a competition. If it is held it will be interesting to see how closely the western teams have followed out the ideas of the eastern teams. If there is any consolation in the recent reverses it must be gathered from the reflection that the westerners were enabled to win through following the lead of the eastern college teams. However, that is not, after all, a very great comfort.